

**"MERCHANT VESSELS OF THE UNITED STATES"
AND ITS USE IN MARITIME RESEARCH**

In July LOG CHIPS we described at some length the published volumes of American ship registers and the information to be derived therefrom. These documents are now nearly all deposited in the National Archives, but, fortunately for the researcher, the Government has annually since 1867 abstracted the existing registers and enrollments into a widely distributed volume, which gives a great deal of the information to be found in the documents themselves, and which is a major source of information on all American vessels; and indeed, for small fry and those on inland waters, is practically the only source. Trading vessels over 5 net tons and yachts over 16 gross are, in general, included.

The work had its origin in the need for better means of communication between vessels. After piracy was done away with, say after 1835, ships at sea found it advantageous to speak each other on long voyages and send back reports of their progress to owners, shippers, and underwriters. Brewington in "American Neptune", v.3, pp.205-221, has described the early flag codes used for this purpose.

In these codes, each ship was assigned an individual number or set of call letters; but as there were several competing codes, each assigning a different cipher to the same ship, there was obviously need for competent authority to step in and unify the systems.

Such authority was provided by Congress, in an act approved 28 July 1866, which established a Bureau of Statistics in the Treasury Department and directed the Secretary of the Treasury to set up a system of awarding official numbers and signal letters, and to publish annually a list of the vessels involved. The volume for the year ending 30 June 1867 was issued by the Government Printing Office in 1869. Calling itself "Mercantile Navy List of the United States" (a term dropped in the 8th issue) at the top of the title page and "List of the Merchant Vessels of the United States" farther down, it had 206 pages. All vessels were listed in one alphabet, and columns gave official number, signal letters, rig, name, tonnage, horsepower (of steamers), and home port.

The second issue, for the year ended 30

June 1868, was also dated 1869 by the G.P.O., although it bears dates of 13 Jan. 1870 on p.259, at the end of the alphabet of rigged vessels, and 4 March 1870 on p.345 after the list of unrigged vessels (canal craft). As the page numbers indicate, the second volume was considerably expanded over the first, owing chiefly to receipt of better information from local Collectors of Customs.

The third issue, recognizing the delay in preparation that had taken place, was for the year ended 30 June 1870, with additions to 31 Dec.; and the fourth issue was for the end of Fiscal 1871, by which time the vessel lists had grown to 433 pp.

The 5th issue, 1872, contained two new features. The first was a separate tabulation of vessels having signal letters, in order of the letters, running from HBOD to JNBM. With a few exceptions, such as yachts, these letters were awarded only to sailing vessels over 100 tons and steamers over 500, trading on salt water. The second new set of tables gave lists of the vessels of the U.S. Navy and Revenue Marine.

The 6th issue, 1873, included a special feature not retained in later volumes, a 30-page appendix listing all U.S. naval vessels since 1797, with their tonnages and the dates they were in service, as well as statistical tables of the numbers of officers in the Navy. The 7th issue was for 1874, and the 8th for the year ending in June 1875, but with additions to 1 June 1876. The 8th volume for the first time had color plates of the International Code of Signals. Up till now, except in the first two issues, vessels wrecked or sold

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foreign had their names left in with a note as to their changed status. The 8th issue for the first time omitted some of these, to the number of 1200. It also for the first time divided sail and steam into separate alphabets, so that the book contained first a list of sailing vessels, then a list of steamers, then the unriggered vessels, then the list of signal letters of seagoing vessels, and finally lists of the Navy and Revenue Marine.

The 9th issue added Coast Survey and Lighthouse Board, and continued the omission of vessels lost or sold foreign, so that it is in effect a cumulated issue and therefore the logical one to consult first in looking up a vessel for the period 1870-1877. Although nominally for the year ending 30 June 1876, it had additions up to 5 November 1877; hence the 10th list was for the period ending 30 June 1878. From the 10th list of 1878 to the 71st of 1939, the volume was issued annually as of 30 June, often with an appendix of new vessels documented for a few months past June, and sometimes with lists of losses or foreign sales in that period.

Through 1879, the information given on each vessel was the same as that included in the first issue, but in 1880 the signal letter section of seagoing vessels had columns added showing where the vessel was built, when, and the name of the managing owner. Until 1925, this list of seagoing vessels was the only official source of information on the ownership of American ships, without going to the registers themselves.

By Act of Congress approved 5 July 1884, a Bureau of Navigation was created in the Treasury Department, the Commissioner of which, among other duties, was charged with preparing and publishing an annual list "of vessels of the United States belonging to the commercial marine, specifying the official number, signal letters, names, rig, tonnage, home port, and place and date of building of every vessel."

Net tonnage had been provided for in U.S. vessels by an act approved 5 August 1882, too late for the 1882 volume but in time for the 1883 issue, with the result that the "tonnage" column in the latter book contains net in some cases, gross in most. The 1884 issue, the first prepared by the new bureau, was a much larger volume, as it included the new columns "where built" and "when built", required by statute, as well as separate columns of "gross" and "net" tonnages. The list of signal letters was moved up to the front of the book, while the government-owned craft

listed now included those of the U.S. Fish Commission and Army Quartermaster.

With 1885, the compilers, on their own initiative, added columns giving the registered dimensions of rigged vessels, resulting in a larger book size, which was retained for the next 40 years. The 1885 issue also was the first with the gold-lettered dark blue cover which was standard until 1902 and led to the term "Blue Book" being sometimes applied to the work. Other new departures in 1885 were a series of rather crude line cuts illustrating various rigs, and a separate tabulation repeating the particulars of iron and steel vessels.

In 1889 began the practice of indicating metal vessels in the basic list by printing their names in italics; in 1894 the present practice of putting the names of iron vessels in italics and of steel vessels in small capitals was introduced.

A special list of Great Lakes vessels was included in 1890, having the alphabetical order by surnames, but it was not repeated in later years. In 1892 the line cuts showing rigs were augmented by photoengravings and sail plans, including a plan of a full-rigged ship that we have not yet identified, which has been widely reproduced, and another of a four-masted schooner. In 1893 color plates of flags of the world and of house flags of lines trading to America were introduced, and the sail plan of a full-rigged ship was replaced by that of the four-masted bark DIRIGO.

Unfortunately, the authorities found a tendency for the public to request copies of these volumes simply because of the opportunity of acquiring a free, illustrated book, and in a wave of governmental economy the signal letter section and all the illustrations were dropped in 1895, to be incorporated in a separate series "Seagoing Vessels of the U.S." We hope to trace the career of that publication in a later article, and will continue here with the parent volume, which for 30 years after 1894 contained no names of shipowners.

In 1906 a useful feature was added, a list of vessels lost during the fiscal year, with particulars of the casualties. Previously such information can only be found in the annual reports of the U.S. Lifesaving Service, and there wrecks in foreign waters were not included. In 1914 a tabulation of vessels measured under Panama Canal rules was added; in 1920 Suez Canal tonnages were included. Other miscellaneous tabulations, such as Philippine vessels, oil-burning and oil-carrying
(continued on p.102)

CHRONOLOGICAL SUMMARY OF THE CONTENTS OF "MERCHANT VESSELS OF THE U.S."

- DATES:** Issued as of 30 June of each year, commencing 1867 but skipping 1869 and 1877, through 1939; as of 1 January each year since 1941 (therefore no 1940 issue).
- PUBLISHER:** All volumes issued by Government Printing Office, Washington, D.C.
- AUTHOR:** Bureau of Statistics, Treasury Department, 1867-1883; Bureau of Navigation, Treasury Department, 1884-1902; Bureau of Navigation, Department of Commerce and Labor, 1903-1912; Bureau of Navigation, Department of Commerce, 1913-1932; Bureau of Navigation & Steamboat Inspection, Department of Commerce, 1933-1935; Bureau of Marine Inspection & Navigation, Department of Commerce, 1936-1942; Bureau of Customs, Treasury Department, 1943 to present.
- DIMENSIONS:** 6"x 9", 1867-1883; 8"x 10-3/4", 1884; 8 1/2"x 9-3/4", 1885-1924; 7 1/2"x 10 1/2", 1925-1936; 11 1/2"x 9 1/2", 1937 to present (volume now deeper than tall).
- BINDING:** Pebbled dark blue cloth with gold letters, 1885-1902; light brownish green canvas with black letters, 1903-1942; tan buckram with black letters 1943-present.
- MERCHANT VESSELS:** One alphabet, 1867; rigged and unrigged vessels separated, 1868; sail and steam separated, 1875; steam and motor separated, 1915; yachts (steam, motor, sail) separated from trading vessels, 1925; all lumped in one alphabet, 1943.
- PARTICULARS GIVEN:** Official number, signal letters, name, rig, home port, horsepower, and tonnage, since 1867; gross and net tonnage, where built, when built, since 1884; length, beam, and depth of rigged vessels since 1885 (of unrigged since 1925); number of crew, since 1902; trade of powered vessels, since 1902 (of sail and unrigged since 1925); name and address of managing owner since 1925.
- IRON & STEEL VESSELS:** Separate tabulations, 1885-1905; indicated by setting name in italics, 1889-1893; iron in italics and steel in small caps, since 1894.
- SIGNAL LETTERS:** First tabulated separately, 1872; where built, when, and name of managing owner added, 1880; separate publication beginning 1895.
- LOSSES AND SALES:** Particulars of losses, since 1905 (except "restricted" issues of 1943-45); sales foreign, documents abandoned, etc., since 1921 (same exceptions).
- GOVERNMENT VESSELS LISTED:**
- U.S. Navy and Revenue Marine (Coast Guard after 1915), 1872-1942.
 - U.S. Army Quartermaster 1884-1942; Engineers 1888-1942; Ordnance 1906-1942.
 - Coast Survey (later Coast & Geodetic Survey), 1876-present.
 - Lighthouse Board, Lighthouse Establishment, or Lighthouse Service, 1876-1939.
 - Fish Commission (now Fish & Wildlife Service), 1884-present.
 - Marine Hospital Service (now Public Health Service), 1893-present.
 - Mississippi or Missouri River Commissions, 1888-1905.
 - Reclamation Service, 1909-present. Immigration Service, 1904-present.
 - Panama Canal and Panama R.R., 1908-present.
 - Bureau of Navigation, 1913-1942 (later Bureau of Marine Inspection & Navigation).
 - Bureau of Public Roads, 1930-1943. Bureau of Prisons, 1943-present.
 - National Park Service, 1944-present. Forest Service, 1930-present.
 - U.S. Maritime Commission or War Shipping Administration, 1943-present.
 - Alaska Game Commission, 1930-1939 (now part of Fish & Wildlife Service).
 - Bureau of Biological Survey, 1931-1939 (now part of Fish & Wildlife Service).
 - Civilian Conservation Corps, 1941-1942.
- PHILIPPINE ISLAND VESSELS:** Name, home port, and tonnage, 1920; year and place of building added, 1921; dimensions in meters and owners, 1925-1937.
- VESSELS CARRYING BULK OIL:** Listed separately, 1918-1924.
- VESSELS BURNING OIL FUEL:** Listed separately, 1918-1937.
- PANAMA CANAL TONNAGES:** Listed separately, 1914-1933; Suez, 1920-1933.
- SHIPOWNERS:** Of more than one vessel over 100 tons, listed separately, 1927-30; of one or more over 100 tons, 1931-37; of any size, 1938-present.
- SHIPBUILDERS:** 1931 lists builders of vessels over 100 tons, 1920-1931; 1932 since 1910; 1933-1937 since 1900.
- COMPOUND NAMES:** Tabulated separately by last name since 1910.
- CHANGES OF NAME:** Ignored through 1884; tabulated in 1885; given by footnotes, 1886-1937; tabulated separately 1938-present.
- TABLES OF DISTANCES BETWEEN WORLD PORTS,** 1931-present.

steamships, separate lists of owners and shipbuilders, and lists of vessels with compound names, were added in the next years, as indicated more fully in the tabulation on page 101.

The 1917 issue was classified "Confidential" on account of World War I, and has since become the hardest volume to locate, for that reason.

By the Merchant Marine Act of 1920, the American Bureau of Shipping was made the official classification society of the United States, and vessels carrying their class were ordered so designated in "Merchant Vessels of the U.S."

In 1925 a major change was made in the volume: the name of the owner and his mailing address were included for each vessel; dimensions were also shown for unriggered vessels. This addition increased to 17 (not counting line numbers) the number of columns of data presented, necessitating the use of two pages. In 1937 the shape of the volume was changed, permitting all the columns to go on one page by omitting the mail addresses. These were supplied by expanding the alphabetical tabulation of owners at the end of the volume to include all owners of vessels of any size.

Upon our entering World War II, the 1942 edition of the work was classified "Confidential"; 1943, 1944, and 1945 were issued in two editions, "Confidential" and "Restricted", the latter having the lists of losses, sales, and scrapplings omitted. Meanwhile the regulatory functions of the Bureau of Marine Inspection and Navigation were transferred to the Coast Guard, and the yearbook was handed back to the Treasury Department for publication. The full swing of the pendulum was completed in 1946, when all vessels, steam, sail, or motor, were lumped together in one alphabet, just as in 1867.

Another significant change in 1946 was the introduction of a different system of alphabetizing. Through the years, "Merchant Vessels" had developed a system of word-by-word alphabetizing in which, treating a single letter as a word, names were grouped according to the number of words in them. This method was well-adapted to the large number of American ships named for persons, and was widely copied. In 1946, however, it was dropped in favor of a strict letter-by-letter system.

THE SHIPBUILDERS OF HUMBOLDT BAY. V. ROLPH SHIPBUILDING COMPANY

As mentioned in the last issue of LOG CHIPS, the Fairhaven shipyard was sold in 1917 to Mayor James Rolph Jr. of San Francisco and his associates, who formed the Rolph Shipbuilding Company. We have already ("Sea Breezes", vol. 24, pp. 220-223, 260-261) given a brief biography of Rolph and a list of ships owned by him. Since that time we have learned more about him from the biography published in San Francisco in 1934 by D.W. Taylor.

The parents of James Rolph Jr. were a Scottish lassie and a young Londoner who met aboard the Panama steamer, and were married on 26 June 1868, the day they landed at San Francisco. James Rolph senior found employment as note teller with the Bank of California, and worked there until 1916. He also acted as San Francisco agent for John Black & Co. of London, of which firm his uncle Augustus was a member, chartering their ships through Ballfour Guthrie or G.W. McNear.

Young James, eldest of 7 children, went to work at 19 for Kittle & Co. Ten years later he joined with a former schoolmate, George U. Hind, who left the real estate firm of Ashton & Gardner, to found the shipping firm of Hind, Rolph & Co. Each of the partners put in \$2500 cash, and they had a credit for \$25,000 from George's father Robert R. Hind, who owned a couple of schooners.

From this small beginning in 1898, they soon had a large fleet of schooners, barkentines, and square-riggers under their management. The smaller units were built for the Hawaii sugar trade, but when that was taken over by the Matson steamers they were employed in the offshore lumber trade. With the BRODICK CASTLE, WILLIAM T. LEWIS, GOLDEN GATE, and ANNIE M. REID, Hind, Rolph was one of the few San Francisco owners to engage in the Cape Horn grain trade. These latter were under British colors until 1914 being registered in Victoria, B.C., or in Britain in the name of Augustus P. Rolph.

James Rolph Jr. organized the Mission Bank in 1903, and in 1911 was elected Mayor of San Francisco, serving continuously until he became Governor of California in 1930. In 1914 he founded the Rolph Navigation & Coal Co., and in 1915 began speculating in steamships. Finding it impossible to buy or contract for further tonnage in 1917, he bought the Bendixsen yard

to build his own vessels. The Rolph Shipbuilding Co. was incorporated by James Rolph Jr., D.F. Ewart, and John D. Stelling.

Never a modest man, Rolph promptly changed the name of Fairhaven to Rolph, and set about erecting houses and a hotel for shipyard workers and putting the yard in shape for building large wooden hulls. Two basic types were projected: a four-masted skysail-yard barkentine for the Rolph Navigation & Coal Co., and a single-screw steamer of 2400 deadweight tons for the French Government for Mediterranean trading. Later an Emergency Fleet contract for 9 Ferris type steamers was undertaken.

The vessels completed, in chronological order, were the following:

1918		
4m.Bktn	CONQUEROR	1395 tons
Stmr	JOAN OF ARC	2375
4m.Bktn	HESPERIAN	1385
M/V	EDNA C	73
Stmr	ANNETTE ROLPH	2361
Stmr	GEORGINA ROLPH	2354
1919		
4m.Bktn	ANNIE M. ROLPH	1393
4m.Bktn	ROLPH	1386
Stm.Tug	STORM KING	527
4m.Bktn	GEORGE U. HIND	1389
5m.Bktn	PHYLLIS COMYN	2267
5m.Bktn	ANNE COMYN	2267
1920		
5m.Bktn	RUSSELL HAVISIDE	2264
Barge	THOMAS ROLPH	1269

The CONQUEROR, first product of the newly renovated yard, went down the ways on 22 Feb. 1918. She was launched in characteristic Rolph style, with gold coins under the steps of her masts, and the Mayor chartered a special train to take a party of friends up from San Francisco, wining and dining them at the shipyard hotel. The CONQUEROR's accounts could afford such expenses, as she was chartered to carry a cargo of lumber to South Africa at 310s per M, free of commission, prepaid.

JOAN OF ARC was launched 17 April 1918, but the Shipping Board declined to permit a transfer to the French flag, so the Rolph Navigation & Coal Co. kept her and her sisters and operated them. EDNA C. was launched on 4 July 1918 for the Cousins launch Co. She was a double-decked ferry, used to take workers across Humboldt Bay from Eureka to the shipyard.

On the Shipping Board contract, one hull, BURNHAM, was completed but not documented. Another hull was finished as a

barge. Three more were completed as five-masted barkentines for account of Comyn, Mackall & Co., and rigged at San Francisco by the Havaside Co.

The STORM KING was built for the Rolph Navigation & Coal Co. to replace a couple of their tugs that had been requisitioned by the U.S. Government. THOMAS ROLPH was engined in 1922 as the steam schooner VIKING; whether she was the last of the four-masted barkentines or the first of the two steam schooners that the Rolph yard was reported to be starting in the summer of 1919, we are unable to state. One steam schooner, named ELIZABETH J. ROLPH, was listed as under construction in January 1922, and she or another was launched on 9 June 1924 to clear the ways, the yard then having recently been sold by the Rolph interests. The name JAMES ROLPH III is also associated with this latter hull, which is reported to have ended her days in a lay-up berth in the San Joaquin River near Antioch.

As to the actual shipbuilders associated with the Rolph yard, William Russic formerly of the Hanlon yard at Oakland, was foreman shipbuilder in 1917, while William McDade was superintendent of construction in 1920.

Hind, Rolph & Co. suffered more than other San Francisco shipowners in the financial depression that followed World War I, Taylor tells us, because Mayor Rolph lost most of his fortune speculating in Cuban sugar and rice. Perhaps Peter B. Kyne drew on this circumstance for his plot in "Never the Twain Shall Meet", but the happy ending was his own invention. With \$1,950,000 tied up in the three steamers that could not be sold to France, and no immediate compensation for the commandeered tugs, Hind, Rolph & Co. was liquidated in 1921.

The shipyard became part of a lumber manufacturing plant operated by the Hammond interests. We visited the site in 1936. The molds of the steamer ALLIANCE were still stored in a shed, and floating alongside a wharf were a set of gaff jaws that once belonged to a good-sized schooner. There was a boat-yard and light marine railway just south of the old plant, but otherwise no indication that over 150 seagoing vessels had been built at this site.

Rolph died in 1934, leaving about \$1,000,000 in life insurance and approximately an equal amount of debts.

SAILING HELP NEWS

- AF CHASMAN, Sand. ship. The "Nautical Magazine" reports her serving as a hostel for the Touristforening at Stockholm, in good condition.
- AMERIGO VESPUCCI, Ital. aux. tr. ship. 2 Sept. 1949 left Leith for Ceuta; passed the Lizard 7 Sept.
- ARCHIBALD RUSSELL, Finn. 4m. bk. October 1949 sold to J. & J. King, Gateshead; breaking up commenced.
- BUERGEMEISTER SMIDT, Ger. ship (ex SCHULSCHIFF DEUTSCHLAND). Serving as a floating restaurant at Bremen, still fully rigged.
- CORNELIA, Ger. barge (ex 5m. sch. KAPITÄN HILGENDORF, ex CAP NORD: see p. 107) Now a coal hulk for the Hamburg-Sued line.
- DANMARK, Dan. aux. tr. ship. 9 Sep. 1949 left København for West Indies; passed Finisterre on the 24th.
- DAR POMORZA, Pol. aux. tr. ship. 30 Aug. left Göteborg for København; 11 Sept. left København for Gdynia; arr Karls- hamn on the 12th. 13 Aug. was at Tor B.
- DUCHESSE ANNE, Fr. ship (ex GROSSEHERZOGIN ELISABETH). Currently French naval barracks at Lorient.
- G.A. ANDERSON, sch. (built Bishops Head, Md., 1908) 18 Oct. 1949 foundered after striking wreck of USS SAN MARCOS (ex TEXAS) off Tangier I. Crew saved by USCGS MOHICAN. (Reported as T.H. ANDERSON, but we believe correct name as above)
- GORCH FOCK, Ger. aux. tr. bark. Sunk by the Germans at Stralsund in 1945, has been raised by the Russians.
- HERZOGIN CECILIE, Finn. 4m. bk. Captain Karl Ruben de Cloux, who commanded this vessel and later owned a master's interest in PARMA, died on 5 September 1949, aged 65.
- INFANTE DE SAGRES TERCEIRO, Port. aux. sch. 1 October 1949 arr Oporto.
- JULIA QUARTO, Port. aux. 3m. sch. (See LOG CHIPS, p. 62) 14 Aug. 1949 burned and sank SE of Newfoundland.
- NAVEGANTE SE. PUNDO, Port. aux. 3m. sch. (p. 62) 25 Aug. 1949 foundered off Grand Banks.
- PAMIR, Finn. 4m. bk. 2 Oct. arr Falmouth from Port Victoria. 5 Oct. left in tow for Penarth; arr 6th.
- PASSAT, Finn. 4m. bk. 19 Sept. arr Cobh from Port Victoria. 24th sailed for Pen- arth; arr. 3 Oct. PAMIR and PASSAT are chartered by the British Ministry of Food to store their cargoes, and their Finnish owner is looking for buyers.
- PIRELLA, Ung. aux. Yacht 6 Aug. arr Rio.
- PRINS VALTER, 4m. bk. Long an aquarium and restaurant at Miami, has been declared an eyesore by the City Com- missioners and ordered removed.
- Russian sailers: "Maritime Review" reports the aux. 3m. schrs BLESK, GLOBUS, OMAR, and SVESDA at Honolulu.
- SØRLANDET, Nor. tr. ship. 25 Aug. 1949 arr Sunderland; 31 Aug. arr Stavanger from Sunderland.
- (Our thanks to Miss Joanna Colcord and Messrs. Jürgen Meyer, Harold Huycke, and Giles M.D. Tod for items in the above).

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EAST INDIA MARINE SOCIETY SESQUICENTURY

The one hundred fiftieth anniversary of the East India Marine Society was commemo- rated at the Peabody Museum of Salem on 15 October 1949.

NEWS AND NOTES

HYDROGRAPHIC OFFICE PRINTS NEW FLAG

We mentioned in September that no new official flag sheet had been published since World War II. Since then the Hydrographic Office has announced that such a sheet will appear on the reverse of the Pilot Charts for December 1949 or January 1950.

Edited by the Visual Signals section of the office of the Chief of Naval Operations, the new sheet indicates the merchant flag, national flag, and ensign of all the countries of the world as of 1 September 1949. Some new flags that have never previously been shown in a United States Navy list are those of India, Pakistan, Burma, Israel, Northern Korea, Ukrainian S.S.R., and Byelorussian S.S.R. The United Nations flag also appears for the first time.

Changes have been made in the flags of Italy, Bulgaria, Rumania, Poland, and Yugoslavia. Still shown are Latvia, Lithuania, and Estonia, as the absorption of those nations into the Soviet Union is not yet recognized by the United States. Three interesting flags are those carried by German and Japanese merchant ships under Allied supervision. The Indonesian Republic and the West German Republic were created too recently for their flags to have been included: Germany's is again black-red-gold, and Indonesia's is red over white.

Reprints of the sheet are available from the Hydrographic Office, Washington 25 D.C., for 30¢ apiece.

CAPONKA BURNED AT TAPPAHANNOCK

Probably the last surviving Hough type steamer, of which several dozen were built of wood in World War I on the West Coast for the Shipping Board, the hulk of the CAPONKA was destroyed by fire in the Rappahannock River at Tappahannock, Virginia, on 8 September 1949. She had been beached there since 1923. Built at Aberdeen, Washington, in 1918 by the Grant-Smith-Porter Ship Co., the CAPONKA originally grossed 3019 tons. She was a sister of the notorious DUMARU, which was lost by fire in 1918 to the leeward of Guam, and whose survivors were reduced to cannibalism before they reached the Philippines in the lifeboats.

NAVAL RECORDS SENT TO CONGRESSIONAL

The important collection of the Naval Historical Foundation, including log books, letter books, journals, and 50,000 documents gathered since 1926, has been deposited in the Library of Congress. Those interested in Naval history will be glad to hear that these written records are being placed in an accessible location.

Meanwhile, progress is being made on the Truxton-Decatur Museum, which will house the Foundation's relics and models.

MODELS OF CALIGUA'S BARGES TO BE SHOWN

Tourists next year will be able to see models of Caligua's first-century pleasure craft, which were recovered when Mussolini had Lake Nemi drained in the thirties. The originals were lost by fire when the Germans were driven out of the Nemi region in 1944.

TASMANIAN KETCH COMPLETES CENTURY

The 33-ton ketch HUON CHIEF, launched on the Huon River in September 1849, is still trading on the Derwent.

FOUR-MASTED BARKS WITH SKYSAIL YARDS

Frank W. Thober sends us the following interesting list of skysail-yard four-masted barks:

With double topgallants and three skysails: MARLBOROUGH HILL, HOLT HILL, BIDSTON HILL, PRIMROSE HILL, LORD RIPON, NORTH STAR, RELIANCE.

Single topgallants and three skysails: QUEEN MARGARET, HAWAIIAN ISLES, CROFTON HALL, ANDRINA, SIR ROBERT FERNIE, GLENCAIRD, CARNIEHILL, DUMFRIESSHIRE, OWEEENEE, MUSKOKA, HOWARD D. TROOP, ANCONA, LYNTON, PEGASUS, DRUMROCK, KENTMERE.

Topgallants not stated: ANDORHINA, MUNCASTER CASTLE.

Two skysails (fore and main): WANDERER (new), ALBERT RICKMERS, ALCYONE, ALIAIR, SEAFARER; (main and mizen): DRUMMEL, ROUTENBURN.

Main skysail: WANDERER (rerigged), ANDROMEDA, GLENORCHY, LORD WOLSELEY, HOWTH.

We would be glad to have any additions to the above list. All North American-built four-masted barks except the last six from the Sewall yard were three-skysail-yarders, of course.

Four-masted schooners built on the Pacific Coast, continued from p.95

1919			
BLAATIND (renamed COMMODORE)	1526	Seattle, Washington	J.H.Price Const.Co.
GUNN	981	Victoria, B.C.	Cholberg Shipyards
MILDRED (Auxiliary)	829	Portland, Oregon	Columbia Engineer Works.
(renamed ARENZANO; renamed CABO GUARDIAN)			
MOUNT WHITNEY	1538	Seattle, Washington	McAteer Shipbuilding Co.
(renamed MARGARETHA SAGER; renamed PAUL)			
SNETIND (Auxiliary)	1501	Seattle, Washington	J.H.Price Const.Co.
VANCOUVER	988	Victoria, B.C.	Cholberg Shipyards
(renamed MARGARET F. STERLING; renamed TRADE WIND and made an auxiliary)			
WASHINGTON	976	Victoria, B.C.	Cholberg Shipyards
(renamed CYNTIA; renamed VALBORG and made an auxiliary)			

1920

ELLA A.	1565	Dockton, Washington	Harbor Navigation Co. (Martinclich S.B.Co.)
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1921

NORTH BEND	981	North Bend, Oregon	Kruse & Banks
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Four-masted schooners built in Britain for West Coast owners:

1892 AMERICANA (topsail schooner)	901	Grangemouth	Grangemouth Dockyard Co.
1896 HONOLULU	1080	Port Glasgow	R.Duncan Co.

Four-masted schooners converted on the West Coast from other rigs:

1871 HARVESTER (ex bark)	737	Newburyport, Mass.	Atkinson & Fillmore
1872 ANNIE JOHNSON (ex bark)	1049	Harrington, England	Williamson
(ex ADA IREDALE; built of iron)			
1873 INVINCIBLE (ex ship)	1460	Bath, Maine.	W.V.Moses & Son.
1874 HENRIETTE (ex bark) (Iron)	735	La Seyne, France	F. & Ch. de la Seyne
1876 ALEXANDER (ex paddle tug)	332	Port Esington, B.C.	J. McAlister
1894 OMEGA (ex 4m.bktn)	584	North Bend, Ore.	Simpson
1901 AURORA (ex 4m.Bktn)	1211	Everett, Washington	Everett Shipbuilding Co.

(years in the first column above are of original building, not conversion)

The number of East Coast four-masted schooners brought around to the West Coast was less than the number that went the other way, but it included WILLIAM H. HARRIMAN, SIR THOMAS J. LIPTON, WILLIAM TAYLOR, DOUGLAS DEARBORN, and SUSIE M. PLUMMER. The bark NUUANU, built at Leith in 1882, was also made a 4m.schooner.

We have now, we believe, named every four-masted schooner ever operated on salt water under the American flag. (We hope to list Lakers later). If any reader has noticed an omission, we would be glad to hear of it.

Now for the West Coast five-masters. Two were converted square-riggers:

1878 SNOW & BURGESS (ex bark)	1591	Thomaston, Maine	Samuel Watts
1883 WILLIAM H. SMITH (ex ship)	1957	Bath, Maine	Goss, Sawyer & Packard

Five-masted schooners built on the Pacific Coast:

LOUIS	1838	831	North Bend, Oregon	John Kruse
INCA	1896	1014	Port Blakely, Wash.	Hall Bros.
1901				
W. H. MARSTON		1169	San Francisco, Calif.	W.F.Stone
1902				
H. K. HALL (renamed DANTE)		1237	Port Blakely, Wash.	Hall Bros.
1903				
GEORGE E. BILLINGS		1260	Port Blakely, Wash.	Hall Bros.
1904				
CRESCENT		1443	Fairhaven, Calif.	H.D.Bendixsen S.B.Co.
1916				
CITY OF PORTLAND (Auxiliary)		1806	Sauvie Island, Ore.	St.Helens S.B.Co.
COLUMBIA RIVER		1200	Aberdeen, Wash.	Andrew Poterson

Five-masted schooners built on the Pacific Coast, continued.

1916, continued.

SEABORN	(Steam Aux.)	1296	Tacoma, Washington	Seaborn Shipyards
	(Renamed ILE DE CEYLON; renamed SIERRA NEVADA)			

1917

BALESTRAND	(Auxiliary)	2403	Aberdeen, Wash.	Grays Harbor S.B.Co.
BEATRICE CASTLE	(Aux.)	1566	Victoria, B.C.	Cameron-Genoa S.B.Co.
	(renamed STASIA)			
BETSEY ROSS		1630	Tacoma, Wash.	Seaborn Shipyards
CITY OF ST HELENS	(Aux.)	2135	St. Helens, Ore.	St.Helens S.B.Co.
DIRIA	(Auxiliary)	1491	Portland, Ore.	Columbia Engineer. Wks.
ESQUIMALT	(Aux; renamed MECKTOUB)	1373	Victoria, B.C.	Cameron-Genoa S.B.Co.
FLAGSTAFF	(renamed FALKEITIND)	2101	Oakland, Calif.	Hanlon D.D.& S.B.Co.
GERALDINE WOLVIN	(Aux.)	1472	Vancouver, B.C.	Wallace Shipyards Ltd.
GRAYS HARBOR	(Aux.)	2373	Aberdeen, Wash.	Grays Harbor S.B.Co.
H.C.HANSEN	(Aux; rn MARIENBORG)	1660	Tacoma, Wash.	Seaborn Shipyards
JANET CARRUTHERS	(Aux.)	1466	Vancouver, B.C.	Wallace Shipyards Ltd.
JESSIE NORCROSS	(Aux.)	1481	Vancouver, B.C.	Wallace Shipyards Ltd.
LAUREL WHALEN	(Aux.)	1372	Victoria, B.C.	Cameron-Genoa S.B.Co.
LEVI W. OSTRANDER	(rn.TSENG TAI)	1638	Tacoma, Wash.	Seaborn Shipyards
MABEL BROWN	(Aux; rn REDEMPTOR)	1474	Vancouver, B.C.	Wallace Shipyards Ltd.
MABEL STEWART	(Aux; rn CALIMERIS)	1472	Vancouver, B.C.	Wallace Shipyards Ltd.
MALAHAT	(Aux.)	1550	Victoria, B.C.	Cameron-Genoa S.B.Co.
MARGARET HANEY	(Aux.)	1474	Vancouver, B.C.	Wallace Shipyards Ltd.
MARIE BARNARD	(Aux; rn AGAPI)	1476	Vancouver, B.C.	Wallace Shipyards Ltd.
MOUNT RAINIER	(Aux.)	2397	Aberdeen, Wash.	Grays Harbor S.B.Co.
SANTINO	(Aux.)	2491	Aberdeen, Wash.	Grays Harbor S.B.Co.
WERGELAND	(Aux; rn CHRIS MOLLER)	2447	Olympia, Wash.	Olympia S.B.Co.

1918

ADJUTANT DORME	(Steam aux.)	2050	Portland, Ore.	Foundation Co.
AMIENS	(Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
AVIATEUR DE TERLINES	(Stm.aux.)	2038	Portland, Ore.	Foundation Co.
BELFORT	(Steam aux.)	2142	Portland, Ore.	Foundation Co.
BRIGHT		2176	Seattle, Wash.	National S.B.Co.
BRISK		2151	Seattle, Wash.	National S.B.Co.
CAP FINISTERRE	(Auxiliary)	1471	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP HORN	(Aux; rn PIETRO BRIZZOLARI)	1469	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP NORD	(Auxiliary)	1468	North Vancouver, B.C.	Wm.Lyall S.B.Co.
	(rn.ELEMKA; rn ANDROMEDA; rn KAPITAN HILGENDORF; rn CORNELIA)			
CAP PALOS	(Auxiliary)	1468	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAP VERT	(Auxiliary)	1472	North Vancouver, B.C.	Wm.Lyall S.B.Co.
	(rn.ISA; rn MARIA BRIZZOLARI)			
CAP VINCENT	(Auxiliary)	1471	North Vancouver, B.C.	Wm.Lyall S.B.Co.
CAPITAINE DE BEAUCHAMP	(Stm.aux)	2142	Portland, Oregon	Foundation Co.
CAPITAINE GUYNEMER	(Steam aux)	2114	Portland, Oregon	Foundation Co.
CAPITAINE REMY	(Steam aux)	2114	Portland, Oregon.	Foundation Co.
COLONEL DRIANT	(Steam aux)	2117	Portland, Oregon	Foundation Co.
COMMANDANT CHALLES	(Steam aux)	2118	Portland, Oregon	Foundation Co.
COMMANDANT DE ROSE	(Steam aux)	2142	Portland, Oregon	Foundation Co.
COMMANDANT ROISIN	(Steam aux)	2114	Portland, Oregon	Foundation Co.
DANNEMARIE	(Steam aux)	2022	Tacoma, Wash.	Foundation Co.
DEMOCRATIE	(Steam aux)	2142	Tacoma, Wash.	Foundation Co.
DUNKERQUE	(Steam aux)	2131	Tacoma, Wash.	Foundation Co.
EGALITE	(Steam aux)	2142	Tacoma, Wash.	Foundation Co.
FANESTRAND	(Auxiliary)	2557	Aberdeen, Wash.	Grant-Smith-Porter Co.
	(rn LIPSIA)			
FRATERNITE	(Steam aux)		Tacoma, Wash.	Foundation Co.
GENERAL BARATIER	(Steam aux)	2114	Portland, Oregon	Foundation Co.

Five-masted schooners built on the Pacific Coast, continued.

1918, continued.

GENERAL GALLIENE (Stm.aux; rn VAUQUOIS)

GENERAL MANOURY (Steam aux.)	2177	Portland, Oregon	Foundation Co.
GENERAL PERSHING (Auxiliary)	2117	Portland, Oregon	Foundation Co.
GENERAL PERSHING (Auxiliary)	2450	Olympia, Wash.	Olympia S.B.Co.
GENERAL SERRET (Steam aux.)	2117	Portland, Oregon	Foundation Co.
(Rn.G.MACREDACHIS; rn, GENERAL SERRET again; rn.GLORIA)			
GERBEVILLER (Steam aux.)	2032	Tacoma, Wash.	Foundation Co.
GIVENCHY (Steam aux.)	2031	Tacoma, Wash.	Foundation Co.
HJELTENAES (Auxiliary)	2387	Aberdeen, Wash.	Grays Harbor S.B.Co.
JEAN STEEDMAN (Auxiliary)	1577	Victoria, B.C.	Cameron-Genoa S.B.Co.
JOHN W. WELLS	2527	St. Helens, Ore.	St. Helens S.B.Co.
JUSTICE (Steam aux.)	2138	Tacoma, Wash.	Foundation Co.
KORSNAES (Auxiliary)	2446	Olympia, Wash.	Olympia S.B.Co.
LIBERTE (Steam aux.)	2135	Tacoma, Wash.	Foundation Co.
LIEUTENANT DELORME (Stm.aux.)	2142	Portland, Oregon	Foundation Co.
LIEUTENANT GRANIER (Stm.aux.)	2038	Portland, Oregon	Foundation Co.
LIEUTENANT PEGOUD (Stm.aux.)	2114	Portland, Oregon	Foundation Co.
LUNEVILLE (Steam aux.)	2117	Portland, Oregon	Foundation Co.
MARIE DE RONDE (Auxiliary)	2145	Aberdeen, Wash.	Grays Harbor M/S Co.
NANCY (Steam aux.)	2142	Portland, Oregon	Foundation Co.
NOYON (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
REIMS (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
REPUBLIQUE (Steam aux.)	2035	Tacoma, Wash.	Foundation Co.
ROSE MAHONEY	2051	Benicia, Calif.	James Robertson
ROYE (Steam aux.)		Tacoma, Wash.	Foundation Co.
SOISSONS (Steam aux.)	2117	Portland, Oregon	Foundation Co.
SOUCHEZ (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
THANN (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
THISTLE	1587	St. Helens, Oregon	St. Helens S.B.Co.
TOUL (Steam aux.)	2038	Tacoma, Wash.	Foundation Co.
VAILLY (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
(renamed ROBIN HOOD)			
VERITE (Steam aux.)	2142	Tacoma, Wash.	Foundation Co.
VIMY (Steam aux.)	2020	Tacoma, Wash.	Foundation Co.

1919

BIANCA	2139	Seattle, Wash.	Elliott Bay S.B.Co.
ECOLA	2266	Portland, Oregon.	G.M.Standifer Const.Corp

1920

ELINOR H.	1569	Dockton, Wash.	Martinolich S.B.Co.
K. V. KRUSE	1728	North Bend, Oregon	Kruse & Banks
VIGILANT	1603	Hoquiam, Wash.	Matthews S.B.Co.

(rn.CITY OF ALBERNI; rn CONDOR)

1921

UNDAUNTED (rn SIPANJKA LUKA)	2266	Portland, Oregon	G.F.Matthews
(hull commenced by Grant-Smith-Porter)			

Unless specified as "steam", all auxiliaries in the above lists had internal-combustion engines. More detail on some of the above can be found in the article "Five-masted Schooners" in "The American Neptune", vol.5, pp. 137-141.

We have now covered all the five-masted schooners built in North America (Great Lakes excepted). Corrections and additions are solicited.

The Norwegian bark SELENE, dismasted off the South African coast in 1913, was rerigged at Cape Town as a five-masted schooner in 1919. She was burned out and beached in the Mozambique Channel a couple of years later. Another five-master that started as a square-rigger was the auxiliary KATHERINE, ex COUNTY OF LINLITHGOW, which was converted to a six-master in 1919, but later had one mast removed. She was renamed FRIEDA.

SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1894

(Arranged by builders)

Name	Rig	Gross	First owners	Dead-weight
Later name		Year	Later owners	
			R.&J. Evans & Co., Brunswick Dock, Liverpool	
LYNTON	4m.Bark	2531	Johnston, Sproule & Co.	3700
			Ritson & Co., Maryport	
LADAS	Bark	1395	Builders	
			Ailsa Shipbuilding Co., Troon	
KILMURRAY	Bark	1630	J.Browne, Glasgow	3700
			Russell & Co., Port Glasgow and Greenock. Greenock yard.	
GRENADE	4m.Bark	2268	P.Denniston, Glasgow	3700
ANCON	Bark	1454	McDonald, Adams & Co., Greenock	2340
			Port Glasgow yard.	
SPRINGBANK	4m.Bark	2398	Andrew Weir, Glasgow	3800
ASRYM			1917 Thy.B Haistein & Sons, Christiansand	
FALLS OF ETTRICK	4m.Bark	2264	Wright, Graham & Co., Glasgow	3750
CLAN GALBRAITH	4m.Bark	2149	Thomas Dunlop & Sons, Glasgow	3450
KING DAVID	Ship	2240	John A.Walker & Co., Glasgow	3000
PARNASSOS	Ship	2001	B.Wencke & Son, Hamburg	3250
CLYDE	Ship	1813	James Nourse, London	2750
H.F.GLADE	Ship	1807	J.C.Pflugger, Bremen	2850
PORT ERROL	Ship	1935	C.A.Banck	3100
SVEA				
OREGON			1906 Tidemann & Co., Bremen	
FRITZ SMITH			Risør, Norway	
EKELUND			Emil Harstad, Holmestrand, Norway	
HEATHBANK	Bark	1661	A.Weir, Glasgow	2750
CASTLEBANK	Bark	1656	A.Weir, Glasgow	2750
CAMBUSWALLACE	Bark	1651	Robert Russell, Glasgow	2850
HEATHFIELD	Bark	1643	J.A.Russell, Glasgow	2750
CAITHNESS SHIRE	Bark	1641	Thomas Law, Glasgow	2800
DUNFION	Bark	1637	James Dunn & Sons, Glasgow	2750
DUNEARN	Bark	1632	James Dunn & Sons, Glasgow	2720
BLAIRLOGIE	Bark	1637	Thomson & Gray, Glasgow	----
CUMBRAE	Bark	1464	Walker & Co., Greenock	2430
TACOMA	Bark	1650	L.T.Merrow & Son, Glasgow	2650
			Robert Duncan & Co.Lim., Port Glasgow	
INVERNESS SHIRE	4m.Bark	2307	Thomas Law, Glasgow	3800
SVARTSKOG			1916 S.O.Stray, Christiansand, Norway	
EAST INDIAN	Bark	1745	Lang & Fulton, Greenock	2900
HANS			C.Krabbenhof & Bock, Hamburg	
TAMARA X			1922 Hachfeld Fischer GmbH, Hamburg	
NERA				
			William Hamilton & Co., Port Glasgow	
RIVERSDALE	Ship	2206	R.W.Leyland, Liverpool	3800
HARVESTEHUDE			Schlüter & Maack, Hamburg	
RIVERSDALE (barge)			1924 James Griffiths & Sons, Vancouver, B.C.	
RED ROCK	Ship	1719	James Cornfoot, Glasgow	2850
CARNAVON CASTLE			1906 Robert Thomas, Liverpool	

1894 LAUNCHINGS, continued.

A. Rodger & Co., Port Glasgow				
CARNAVON BAY	Ship	1932	Roberts, Owen & Co., Liverpool	3200
GLENCLUNE	Bark	1478	Sterling & Co., Glasgow	2550
GLENDOON	Ship	1981	Sterling & Co., Glasgow	3200
Archibald McMillan & Son, Dumbarton				
VINCENT	Ship	1904	R.N. Smith & Co., Liverpool	
BELFORD	Ship	1905	Briggs, Harvie & Co., Glasgow	
Mackie & Thomson, Govan, Glasgow				
ASPICE	Ship	1909	R.J. Swyny, Liverpool	
SANT' ERASMO		1900	Genoa, Italy	
SEE ROSE		1905	Hamburg, Germany	
AGGI		1909	Norway	
FALKLANDBANK	Ship	1913	A. Weir, Glasgow	
Charles Connell & Co., Whiteinch, Glasgow				
BEN DEARG	Ship	2349	Watson Brothers, Glasgow	----
LASBEK			Knöhr & Burchard, Hamburg	----
WHITLIEBURN	Ship	2006	Morris Carswell, Glasgow	----
DUDHOPE	Ship	2087	Charles Barrie, Dundee	3400
FORTH	Ship	1829	James Nourse, London	----
MERSEY	Ship	1829	James Nourse, London	----
TRANSATLANTIC		1915	Chr. Hannevig, Horten, Norway	
DVERGSØ		1918	Christiansands Shipping Co., Christiansand	
John Reid & Co. Lim., Whiteinch, Glasgow				
LOCH NEVIS	4m. Bark	2431	Aitken, Lilburn & Co., Glasgow	4000
OCTAVIA			German	
PRIMERO (steamer)		1916	Argentina	
Alexander Stephen & Son, Dundee				
PITLOCHRY	4m. Bark	3111	Builders' account; sold new to F. Laeisz, Hamburg	
Cumming & Ellis, Inverkeithing				
BERING	Bktn	412	Morgan, Gellibrand & Co., Leith	600

SHIPBUILDING IN BRITAIN IN 1894

The year was a poor one for the builders of sailing ships. The largest hull launched in 1894 was PITLOCHRY, 3111 gross tons, with LOCH NEVIS, 2431 tons a poor second. Both were four-masted barks; but three-masted ships were more numerous this year, with BEN DEARG, 2349 tons the largest. Most of the full-riggers were "Jubilee-rigged", without royal yards. The largest bark was EAST INDIAN, 1745 tons, and the only barkentine BEHRING of 412.

Three 1894 ships were later American. RIVERSDALE, as HARVESTEHUDE, was another of the fleet of German sailers that were taking cargoes to the great Boleo copper mine at Santa Rosalia, and

were caught in Mexican waters at the outbreak of World War I. She was bought after the war by the Robert Dollar Co. of San Francisco, who towed her to San Francisco from Guaymas in 1926. She was sold in 1929 to become a breakwater at Alameda Airport, but was finally scrapped at Bay Point in 1931.

RIVERSDALE, as HARVESTEHUDE, had a similar history. The Dollars sold her in 1924 to Griffiths, who restored her original name; and when last heard of she was in use as a log barge for the Island Tug & Barge Co., Victoria.

VINCENT became American in 1914 under the ownership of the Harby SS Co., New York, and was lost by striking a mine in the North Sea on 27 September 1915.

BEN

DEARG